Det Bel Isle & Windsor Ferry Co 68

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 34. CLEVELAND. O., AUGUST 30. 1888. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The red liquor circulated freely on the lake ride of the Knights Templar.

The boilers for the Michigan Central transfer steamer will be finished this week. They have three of them aboard and placed.

The propeller Thomas Davidson, which was towed into this port minus her rudder and stern post, has gone to Milwaukee for repairs.

Mr. H. D. Coffinberry and family, have gone to Atlantic City. Mr. Coffinberry will leave them there and return to the city Saturday.

The tonnage of the new steamer Harlem, recently built by the Detroit Drydock Co., for the Western Transit Co. is gross 2299.19 and net 1858.17.

Captain John Franklin Brown deserves the thanks of the MARINE RECORD man for the courtesy extended yesterday in conveying the belated scribe to the receding steamboat.

The Globe Iron Works Co. are making a new cylinder for the steamer Ira H. Owen and will give the steamer Horace A. Tuttle a new Williamson steam steerer this week.

The new steamship for the Northern Steamship Co., will be called the Northern King and not the North Star, as reported in dailies last week. She will be launched Tuesday, September 4th.

The work on the new drydock is beginning to "loom up" some, a large force of men are employed day and night and they are pushing things as rapidly as possible. Such an extensive work as this does not show up very much, but the Smith Bros. will get there just the same.

The exhibition of the life savers yesterday, was much appreciated by the passengers on the City of Detroit, which, through the courtesy of Captain McLaughlin, tied up to the west pier. Many expressions of a complimentary nature were heard in behalf of Mr. Dittel and the crew, who capsized the life boat and permitted itself to right.

At the Cleveland Ship Building Co., they have taken a contract to build a lot of sheeting for bridge protection for a large railroad bridge in Wyoming Territory. During the past week they have patched the boilers of the tug Forest City and the steamer Everett and have repaired M. A. Bradley's wrecking pumps.

There is nothing more striking to a traveler than the neat and clean appearance of the steamboat or railroad car which he is occupying. This is especially noticeable on the steamers of the Detroit and Cleveland navigation lines, all of which has been brought about by the cleansing compound invented and introduced by Captain McLaughlan of the City of Detroit. Personally we owe the inventor many compliments.

Mr. William Forsythe a well known steward, who for the past 30 years has been on the lakes, died at his home, 270 Detroit Street, July 19th of heart disease; aged 48 years. He was much respected by all who knew him and his death was very much regretted by his many personal friends. For a number of years he had been in the Bradley employ, in the Yosemite, E. B. Hale and other boats of that line. He left a wife to mourn the loss of a kind husband.

At the Cleveland Drydock, since the last report they have had the schooner Golden Fleece in dock for a new pocket piece, calking butts, new fore foot, and general looking over, the steamer Kasota for part new stern and calking, the steamer Fayette repairs to stern bearings and calking butts, the schooner Emma C. Hutchinson for new mizzen mast, main top mast new mizzen gaff and boom and calking butts, the steamer Joseph Paige was in for part new planking and the steamer Samuel Mather follows for a new Trout wheel.

Last Wednesday afternoon at about 2 o'clock Captain C. C. Goodwin gave an exhibition of the Lyle gun practice at the life saving station for the entertainment of his Knight Templar friends who were very much pleased with it. Captain Goodwin takes great pride in having a crew who are thoroughly posted and he has perhaps the best drilled crew of surfmen in the service.

"In hoc signo vinces". No meeting of the grand commandery of Knights Templar of the state of Ohio has had more auspicious weather than that just closed. Wherein this relates to our record is the pleasurable excursion in the steamer City of Detroit, Captain McLauchlin. It was the purpose of the committee to have the guests of the Cleveland commanderies witness an exhibition of the life saving crew from the decks of the steamer and Captain McLaughlin threw out his line on the west pier, when the life savers came along in their life boat. The exhibition given in the presence of those aboard the boat was a marvel to those who had never witnessed such things. After the ritual of life saving had been gone through with, the steamer took a short cruise in the lake and returned along shore so that the honored guests might have a fine view of the Garfield monument and lake view park. The Sir Knights and fair ladies desire that the MARINE RECORD return thanks for the courtesy and generosity of the Sir Knights of Cleveland and more especially to the master of the City of Detroit, Captain McLaughlin.

For some time Captain James Corrigan, has been on the lookout for a speedy craft, and last spring while in New Yew city, upon the recommendation of a friend, he purchased the catamaran Cyclone. This boat is rather an odd looking craft, but the speed she develops is marvelous, and she has a record of 32 miles per hour. She is composed of two pontoons or boats, about 30 feet long, built after the style of racing shells, decked over, with large, air tight bulkheads, built of light cedar, sharp at both ends. These boats are 12 feet apart side by side, connected by two cross beams about one fourth the distance from each end, securely bolted and resting upon spiral springs to ease the strain forward from the cross beam, her bowsprit extends out twenty feet or more securely strengthened, and just ahead of this forward beam stands the spar; between the beams is a spring deck self leveling, built of matched cedar, provided with seats at the after end. She will carry 8 or 10 persons comfortably. She has two rudders which are so connected that they are handled by a tiller the same as a yacht and the way she sails was a caution. Last Saturday afternoon she, with Captain James Corrigan as master, A. L. Ramsey, Mr. J. H. Dalliba and the editor man of the MARINE RECORD aboard, were towed to the mouth of the river by the tug Castle, when Captain Corrigan made sail and headed out into the lake. There was just a nice little breeze and a good chop sea and she surprised owner and friends by the way she fairly flew across the water. We are safe to say there is nothing on the lakes that can equal her speed and with some minor changes in her canvas, which consists of main sail, and jib, she will take the broom on her sailing qualities. The sail was very enjoyable to all on board. About 6 o'clock the Cyclone tied up to the dock having sailed up the river with scarcely a cap full of wind.

Meteorological summary for the week ending August 28, 1888:

Mean actual barometer	30.11
Mean temperature	66.6
Mean humidity	62.3
Total precipitation	.0
Prevailing direction of wind	S. W.
Total wind movement	1363
Av. cloudiness	2 4
Av. state of weather	Clear.
Max. temperature, highest	89.6
Min temperature, lowest	48.0

W. H. HAMMON, Sergt. Sig. Corps, U. S. A.

ESCANABA.

The propeller H. E. Packer, coal laden, ran hard aground at Gladstone on Saunders Point Monday morning. She was released by the tug Owen. The schooner David Stewart lost her mizzenmast on Green Bay and is now at anchor off Sand Point waiting instructions.

The schooner A. G. Morley sprung a leak and ran into this port with three feet of water in her hold and sunk alongside lumber docks. The wrecking tug Leviathan was sent for and put a steam pump aboard and raised her.

CHICAGO.

Special to the Marine Record.

There is an advance of one shilling on lumber freights between this port and Muskegon, and good demand from all points on Lakes Michigan and Huron.

At the Chicago Drydock company's the tug Brothers was in dock for calking all over, schooner Rainbow to have a leak stopped, steambarge Otego for a new wheel and some calking, schooner George Steele for new bilge planks, calking all over and other repairs, one of Fitzsimmons & Connels scows for a new end.

At Miller Brothers' ship yard the schooner C. P. Minch was in dock for calking, schooner E. A. Nicholson for repairs to bottom, steambarge City of New York for repairs, schooner Jack Thompson for some new plank on her bottom, schooner Guido for new frames, schooner C. H. Hackley for calking, the schooners Jessie Phillips, Richard Mott and Levi Grant had their top sides calked, the schooner Evra Fuller received new stem, bowsprit and jibboom, the schooners William Crosthwaite, L. H. Foster, A. C. Maxwell and City of the Straits received general repairs.

The new steamship Helena arrived here Wednesday night, August 22nd, light, from Milwaukee, her first visit to this port. She is 810 feet over all, 41 feet beam, 23 feet moulded depth, and was built at Sheboygan, Wis., by Riebold & Wolter, for the Milwaukee Tug Boat Line company. Her engine is triple expansion 20, 32 and 54 by 42, built by S. F. Hodge & Co., of Detroit, and two Scotch type boilers 11 by 12 each, built by the Lake Erie Boiler works, Buffalo. She has an American Ship Windlass company's steam windlass and capstan, and Williamson Brothers' steam steerer. She is a splendid looking steamship and everything about her looks substantial and good. Captain James Leisk is in command, Scott Pratt chief engineer, Joseph Krock second engineer, James O. Wood first mate, Wm. Wright second mate. She left Chicago Thursday evening with 95,000 bushels of wheat for Buffalo.

The new steamer Fannie C. Hart paid her first visit to this port last week. She was recently built at Manitowoc by Burger & Burger, shipbuilders for H. W. & C. D. Hart, of Green Bay. She is 155 feet over all, 30 feet beam, 10½ feet depth of hold. Her engine is high pressure 22 by 26, built by Sheriff's Vulcan Iron works, Milwaukee, and boiler 14 by 7 feet 7 inches, built by O'Leary Brothers, Port Howard. Her capacity is about 400,000 feet of lumber. She has accommodation for twenty first-class passengers, and her cabins and staterooms are fitted out elegantly. She will run as a passenger and freight boat between Chicago and Manistique, and intermediate ports. The engine turns her Sheriff's wheel, which is 8 feet 2 inches in diameter, 130 turns per minute with 95 pounds of steam, and runs the steamer nearly fifteen miles per hour, and her engineer says she is very light on fuel. Captain L. M. Soyer is in command, William Boyd first mate, Charles Dennis first engineer, Henry Wheelock second engineer. She is a handsome, well built steamboat, and reflects great credit on her builders.

The new steambarge Charles McVea arrived at Chicago on her maiden trip Thursday morning, last. She is 123 feet long over all, 24 feet beam, 10 feet hold, and was built at Saugatuck, by James Elliot, shipbuilder, for R. C. Brittain, Robert Moore, Philetus Purdy and Charles McVea. She has a high pressure engine 22 by 20 and steel boiler 7 by 11. She will be employed in the fruit trade between Saugatuck and this port, and also in the lumber trade, and will next winter be fitted out as a passenger and freight steamer. She is very strongly built, and is also a very good looking boat, and in addition to her heavy timber she has steel arches 10 by ⅝ and steel plates 24 by ⅝ on both sides of her keelsons, which were supplied by Donaldson Brothers, of Chicago.

The Chicago Tribune of Tuesday says the advance of 12½ cents in lumber freights is well established, and vesselmen began to talk of adding another shilling before long. The demand for boats was much larger than the supply, and cedar freight also went up a cent. The cause for the better rates is that lumbermen have been purchasing stocks for their fall and winter trade, and are becoming anxious to get it into their yards. The new rates are on the basis of $1.25 on dry and $1.37½ per 1,000 from Muskegon. This is the first advance in lumber freights since the opening of navigation, and will avert a loss for the season to many lumber carriers.

The Chicago Inter Ocean says: The J. Emory Owen built by the Detroit Dry Dock Company, where the Eddy, the Hudson, the Harlem and others were put together, stands to-day a living monument in contradiction to the delusive fallacy that only Clyde-built and other foreign-constructed boats are successes. Only in such vessels as the Owen one awakens to the remarkable strides make in the construction of lake steamers. Triple expansion engines, Scotch style boilers, steam steering gear, steam capstan and steam windlass, auxilary engines here, there and everywhere. All steam but the captain and crew, and if in course of time these latter human commodities are not superseded by automatons, then I'm mistaken. The Owen, too, bears the proud distinction of having introduced a most efficient substitute for water as a combatant in case of fire at sea. Situated alongside of her engines there is a series of valves connected with a complete system of steam piping. This piping runs through the entire hull, and connects with the various holds, coal bunkers, cabins, and fire-holds. If, say in mid lake, a fire was discovered in the forward hold, word comes to the engine room, and the man in charge, without leaving the place, can extinguish the blaze. He opens the valve leading to the forward hold, and instantly the compartment is filled with seething steam. The aeriform fluid as a fire extinguisher is universally acknowledged as much more potent than water, as it fills every crevice and crack in ceiling and planks as well as floorings I don't know who originaied the idea of a steam extinguisher on the lakes, but I imagine that Frank Kirby and Alex McVittie are responsible for it on the Owen.

The Goodrich Steamboat company will have a new steamer built at Burger & Burger's ship yard, at Monitowoc, to be ready at the opening of navigation next year.

WILLIAMS.

DETROIT.

Special to the Marine Record.

Captain William Armstrong has been appointed master of the little steam barge Mary Mills.

The new steamer Volunteer, built by John Craig at his Trenton yard, for Alger, Smith & Co., started on a trial trip Sunday to test her machinery and adjust her compasses. When down the river just abreast of 2nd street she blew out one of her cylinder heads. She was taken back to her dock where the repairs were made, and she left again Tuesday evening. Captain John Simpson corrected her compasees.

The steamer California made one trip and returned. She has been taken to Port Huron where she will be thoroughly overhauled.

The wrecking steamer Saginaw, with a full outfit of pumps, diver, etc., has gone to effect the release of the steamer Crosthwaite ashore at Soo river. The Quinn Bros., of this city, furnished the wrecking outfit.

Donald McGregor, of the firm of John McGregor & Son, has been putting in a week or ten days up the lakes.

A strange circumstance occurred in Detroit river Tuesday. There was not a vessel passage up or down the river from 5 o'clock in the morning until 1 p. m.

At Mackinac City vessel men say a signal station is needed very much. Masters say the service they now have is all right as far as it goes, but it is not so complete as it should be at a point like Mackinac.

Samuel F. Hodge & Co. have closed a contract with the Detroit Drydock company to furnish a new triple expansion engine for one of the new composite boats building at Wyandotte. It will be 20, 32 and 54 by 42 inch stroke, and two steel Scotch type boilers 12 by 11, allowed 160 pounds of steam pressure to the square inch. They are now putting the machinery into the steamer Cumberland, which arrived here from Cleveland last week. She will be ready for sea again in about ten days. During the week this firm has made repairs on the steamer Milton D. Ward, work on her wheel; Oswego, general repairs, and on the Tempest repairs to rocker shaft arm.

Mr. Enos Moynahan, who has been up to Mackinaw in the interests of the W. H. Connor News company, is the first marine reporter who ever took vessel's lines at that port.

The new steamer Ira H. Owen cracked her steam chest and cylinder on Lake Huron last week. She was towed down to Detroit by the W. H. Stephens of the same line, when the tug Bennet took her to Cleveland for repairs.

General O. M. Poe is preparing estimates and plans for the work on the rivers and harbors under his supervision. He thinks the $130,500 appropriated for the Lime Kilns will be sufficient to do the work, and will enable him to make the channel 400 feet wide where it is needed.

The large new wooden steamer G. W. Morley, built at Morley's yard Marine City, is at Hodge's dock. She will receive her machinery and out fit here. The Morley is a fine looking boat and ought to prove a good investment.

The large new steel steamship Harlem, the fifth boat built by the Detroit Drydock company for the Western Transportation company, and a counterpart of the Hudson, made her trial trip Tuesday afternoon of this week. The ship has been fully described in the RECORD before, and a detailed description is therefore unnecessary, but we will add that she is one of the finest looking vessels afloat on the lakes. At about three o'clock she left the Drydock company's dock and headed up the river with Mr. Robert Murray acting master for the occasion. Her machinery worked very satisfactorily, no hot boxes or journals, everything going off very smoothly for a new engine. She was taken out into Lake St. Clair about eighteen miles, and there had her compasses corrected and adjusted by Mr. John Beverly. The Harlem handles like a yacht, steers very nicely, and in every point and detail is equal to the expectations of builders and owners. She came back down the river turning up 81 revolutions with 150 pounds of steam, developing about 1350 horse power, making twelve and one-half miles per hour, which is pronounced marvelous for a trial trip, and machinery which has never been smoothed down and loosened by use. Mr. Frank Kirby, who was aboard, is much pleased with the result of his labor and believes she will prove to be equal to her sister, the Hudson. Among those on board were: Mr. S. D. Caldwell, general manager of the Western Transportation company, who also expressed himself as very much pleased with his new boat, and complimented the Drydock people very highly on their success with the company he represents. The Harlem will be commanded by Captain Frank Williams who has been so successful with the Albany of the same line. Robert Murray, who has been mate of the Hudson since she came out, will be mate with Captain Williams. Mr. George Gregory chief engineer. Mr. Robert Murray deserves much credit for the seaman like manner in which he handled the new boat on her maiden voyage. He took her out and came back like an old hand at the business, and it was the first time he ever pulled the bells. The Harlem loads grain here and will clear for Buffalo Saturday, on her first trip. May she prove as good an investment to all concerned as have the Hudson, Albany and Sayracuse.

HOP

THE OLD BELLE WILSON.

Under the above caption the Chicago Tribune makes a strong effort to prove that Canadian shipping is fast disappearing from the great lakes and that in a few years the British flag will be a curiosity on inland waters. In the article the animus of the writer is easily discernible and veracity has to give way to prejudice.

That the Belle Wilson was old and rotten and unable to cope with the sea is entirely false, and in any case it is difficult to understand what that one fact would have to do with the decadence of Canadian shipping. She was classed B1 in Inland Lloyd's, a very good standing, was a staunch vessel, and valued at $8,000. It was not a mere "stiff summer breeze" that she foundered in, but a severe storm, and a storm, too, that was felt by American vessels. The Tribune might with profit search nearer home for facts about rotten hulks. It has not yet passed out of remembrance that the steamer Vernon, a new American vessel, and though small, claimed to be one of the finest crafts on the lakes, was sunk last summer on Lake Michigan, and that in quite an ordinary gale of wind. The Vernon foundered with all on board, except one man. The steamer, cracked up as a splendid vessel in every respect, went down before a gale much lighter than that which sank the Belle Wilson. The possession by Canadian vessel-owners of such fine craft as the Algonquin, Rosedale, Macassa, Alberta, Athabasca, Nyles, of Hamilton; Sir Leonard Tilley, of St. Catharines; United Empire, of the Beatty line, and many others, vessels which cannot be rivalled even by the Americans go to show that in regard to vessel property, Canadian vesselmen are on a par with any nation in the world. Orders are being continually given for more vessels of this class, a fact proving the confidence of the proprietors of the "decading" Canadian marine in their future. That Canadian marine trade with the United States has decreased in the past few years is in a measure true, but much attention has been paid to our own traffic. In late years new openings for Canadian enterprise have come into prominence, and new ports have been developed. Port Arthur, that a short time ago was hardly heard of, has now become a great shipping port, and is increasing year by year. Its notoriety has only been gained within the past two years, and yet an enormous shipping business is done there now, a trade that the Americans would be glad to participate in. With Port Arthur, Owen Sound has sprung into greater prominence, a large amount of business being done between these two ports, and they are going to continue to prosper. A shipyard has been constructed at Owen Sound for the building of large steel steamers, and already one is in the course of construction for the Canadian Pacific railway, while orders have been given for another. With the enlargement of the Canadian system of canals and the encouragement which the Dominion government is ready and willing to give this great interest, Canadians look forward to a vast increase of through traffic to the ocean. Another important factor in the season of prosperity expected is the fact that the port of Montreal is largely increasing its trade every year, and this, of course, has a tendency to draw more trade to it. It is likely to increase much more rapidly in the future than in the past. In this regards, as also in respect to vessel property, the Tribune may look about it for facts. Between Chicago and Ogdensburg a few years ago there was enough business to give employment to a fleet of 20 to 22 propellers. Today five or six are all that is required for the trade. The Tribune says that Canadian vessels appear at Chicago only once or twice a month. They are there every week and never leave without full cargoes. It is, too, assuming to much in saying that business men at Chicago or and other American port will discriminate against, or, as the Tribune puts it, "boycott" Canadian vessels simply because they are Canadian vessels. They will, of course, give the preference to the vessel going by the most advantageous route, but it can hardly be believed that on account of a vessel's nationality these men would refuse to ship their goods by her. The decadence of the Canadion marine need not cause the Chicago Tribune any anxiety. With the prospects before them, the Canadian vesselmen can look forward to the future hopefully, with no fear of the British flag being forced, by the condition of trade, off the great lakes.—*Kingston News*.

Relative to the proposed change of Harbormaster at Chicago, the *Inter Ocean* says: Directly after the resignation of Harbor-master Irwin was asked for last Friday, a committee consisting of Messrs. Harmon, Higgie, and Van Dalson waited on Mayor Roche and Commissioner Swift to protest against Irwin's removal. Commissioner Swift told the gentlemen that complaints had been coming in thick and fast against Irwin, and informed them, further, that a change must be made. Mr. Higgie asked the commissioner to name the complaints, taking a roll of money out of his pocket, and making a proposition to donate to a worthy charity $5 for each and every name mentioned Mr. Swift mentioned Oliver B. Mullin's name as a complaining vessel owner. Mr. Mullin was out of town, but a telegram reached him, and yesterday, in company with Captain Higgie, Mr. Mullin waited on the mayor, Mr. Swift being absent. His honor had a long talk with the gentleman in the course of which Mr. Mullin denied the charges reported as emanating from him. Captain Higgie told Mayor Roche that the appointment of H. R. McCauley was counter to the wishes of nine-tenths of the local vessel men, and that the only people who were satisfied with his appointment were the Eastern stockholders of the big propeller lines. "My honored sir" continued the V. O. T.'s president, "the office of the vessel dispatcher is now in the Anchor line building. You are appointing as harhor master a man second in command of the Union Steamboat company's biggest steamship. With the dispatcher under the same roof with the Anchor line officials and the chief harbor-master tied to the apron strings of the Union Steamboat company, what is to become of the poor individual vessel owner, the man who lives and casts his vote in Chicago, and who aids in the support of the municipality by the payment of taxes? The propeller line corporations are trying to get control of this river, and it looks very much as it they were going to succeed.

Mr. Higgie then extolled the good points in Irwin's administration, and urged the Mayor to place him in a position to act. There had been a continuous conflict of authority between the vessel dispatcher and and Irwin. Mr. Higgie argued that the chief harbor master should be in absolute control on the river, and that the vessel dispatcher's office should be conducted under the supervision of the harbor master. As the matter now stands there are two harbor masters. Mr. McCauley is walking about with his commission in his pocket, and Captain Irwin has not yet abdicated. Today a representative body of gentlemen engaged in the vessel business will wait on Commissioner Swift, and endeavor to get that official to recall McCauley's commission.

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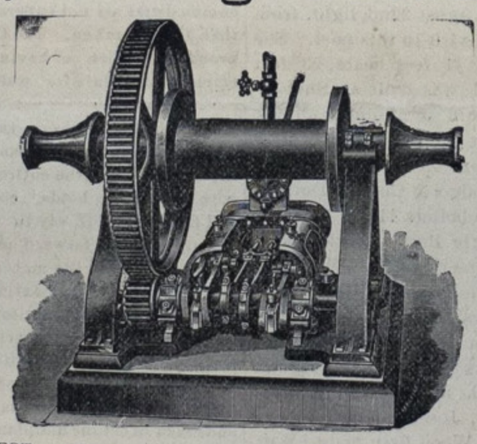
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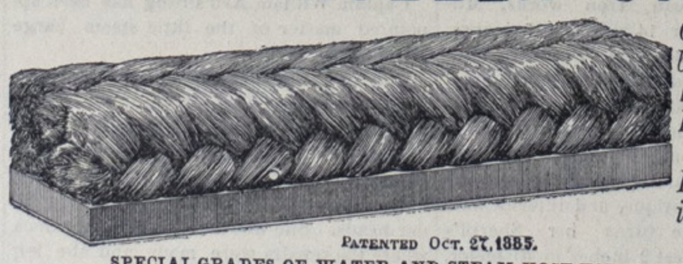
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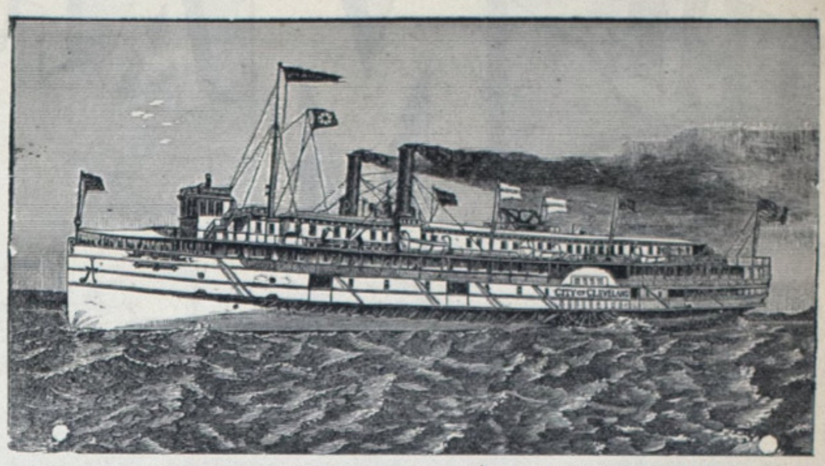
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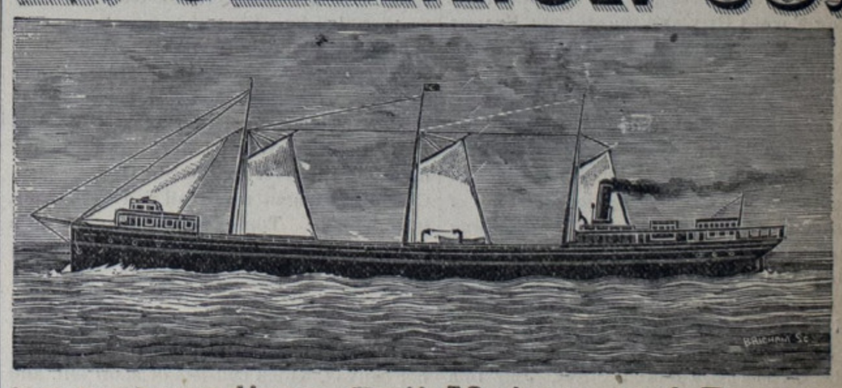
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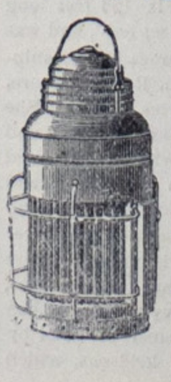
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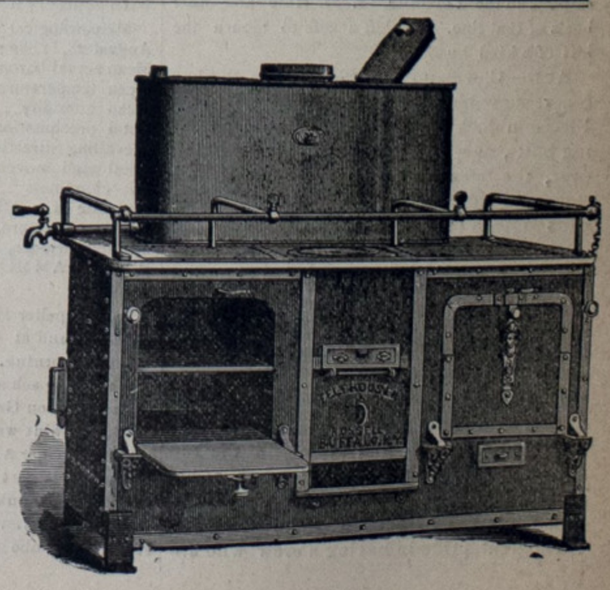

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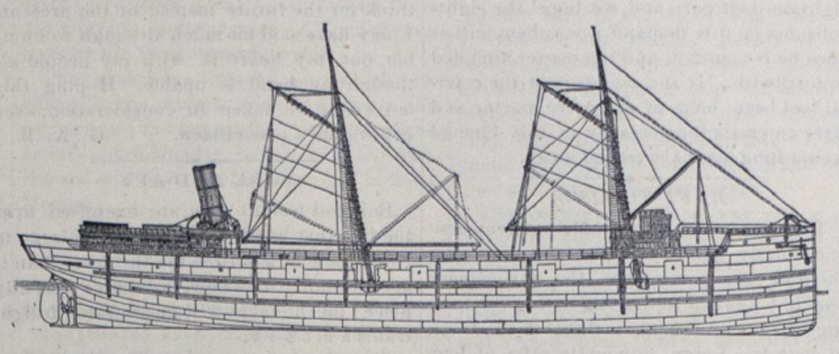

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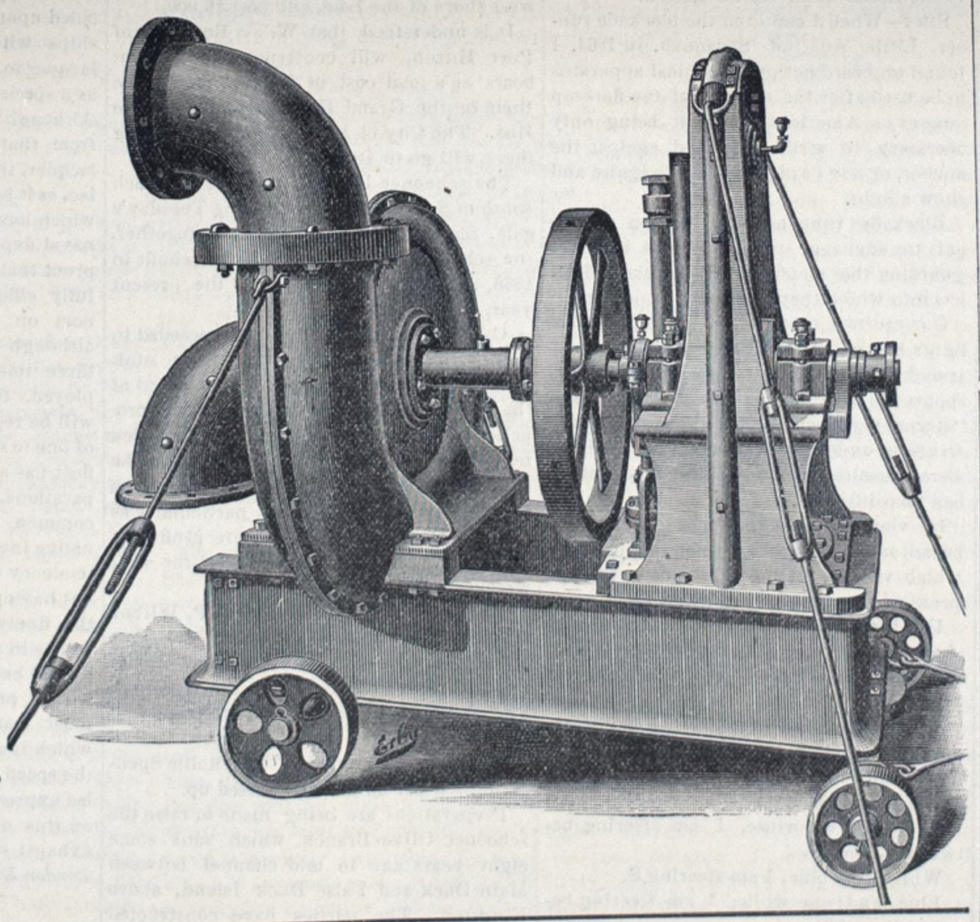

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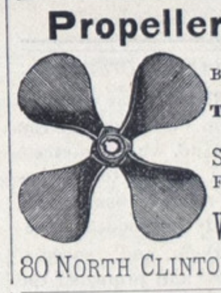
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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PUB.

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Entered at the Post Office at Cleveland as second-class mail matter.

VELAND, O., THURSDAY, AUGUST 30.

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MARINE RECORD—OFFICIAL PAPER.

IMPROVE FIRE BOAT FACILITIES.

For a long time the RECORD has seen the necessity of some action on the part of the business men of Cleveland, whose interests lie along the river front, relative to the condition of the crew of the fire boat. This crew has ever promptly responded to demands made upon them, and successfully battled with fire and protected the city from danger from ice gorges through the winter months. After considerable effort and many vexatious delays this city has been provided with adequate means of a protection against disaster of this nature The J. H. Weatherly was built and equipped with everything necessary for fire service at the suggestion of the MARINE RECORD, and the experience of the past two years has fully demonstrated that the fire boat system is not an experiment, but a positive necessity. Many times during this period the work done saving property from destruction has far exceeded the expense of this boat to the city, and the promptness which characterized every response to demands made upon the boat should win for it a recognition of the public appreciation which it so justly deserve.

At Chicago the crew are provided with commodious house room at the foot of La Salle street; and a good sized, well furnished, brick structure has been erected, and they have quarters airy, comfortable and pleasant. In Cleveland the crew sleep below deck aboard the tug during the hottest summer weather, or what is worse, have to lie on deck in open air, exposed to the sickening stench of the river. They have no place for performing the work that continually becomes necessary save an old shed hardly fit for a coal house. The crew of the fire boat ought to have quarters equal to those found at the engine houses on shore for they perform the same work and work on the same system.

The city council, at one time, decided to build a house for their use, and an act authorizing the same was passed at the next meeting of the city fathers. They feared a mistake had been made in failing to first secure a dock and slip at which the boat could permanently lay. After many days this necessary location was procured and again they passed the needed enactment for the erection of a building and there the matter ended. The crew still sleep between decks and work in the board shanty near the viaduct. It is time the citizens of Cleveland awakened to the fact that they are away behind Buffalo and Chicago in this matter, and that these men who protect our river interests day and night from the devastating inroads of fire loss are human, and should be furnished with the habitation of human beings. Something should be done immediately to bring about this change. We do not believe the city council have allowed this wrong to exist intentionally, but it is rather the fault of oversight on their part, and we hope the righteousness of this demand upon them will at once be recognized, and the matter attended to forthwith. If the members of the council had been men of extensive marine and river interests the necessity of this change would long ago have passed away.

RAFT TOWING.

This branch of lake traffic has grown so enormously within the past few years that the time has come when the government should take some action regulating the towing of rafts on the lakes right in the track of vessels. Large, unwieldly rafts of logs that seriously affect the passage of vessels in the river, causing accident, should receive some attention from the authorities. Accidents resulting from vessels becoming entangled among an unmanageable raft of timber are getting to be of too frequent occurrence to be passed by unnoticed. We can cite two instances, within as many weeks, where vessels were compelled to either go into a raft head on or go aground. The schooners Monticello, West Side and S. V. R. Watson were sadly delayed on their last trip up from this cause, and the steamer Sakie Shepard with the Mable Wilson were badly entangled in a large raft which blockaded the channel at Lake St. Clair flats. Such things would not occur if shippers were compelled to use a tug at each end of their raft in such places, and were prohibited from putting afloat from fifty to seventy-five per cent. more logs than the power they furnish for transportation can safely and properly handle. One tug should not be allowed to tow a raft contalning more than one million feet of logs properly and strongly secured, and the amount should be limited to what the tug can handle safely in ordinary weather. Until this troublesome matter receives the necessary attention we may reasonably look for many repititions of the instances enumerated, and vessels will continue to be delayed and damaged from this cause.

LIGHTS TO DESIGNATE COURSE.

To the Editor of the Marine Record:

SIR :—When I captured the blockade runner, Little Ada, off Savannah, in 1864, I found on board her pyrotechnical apparatus to be used after the manner of the flare-up torches on American vessels, it being only necessary to strike the end against the anchor, or any hard substance to ignite and show a light.

Blockade runners had a system of signals to exchange with the shore batteries guarding the mouths of the rivers and inlets into which they were about to enter.

Our cruisers used a system of challenge lights by which at night we could know friend from foe, and failing in a quick response we fired on the dilatory party, and "eternal vigilance was the price of safety." Cruising under peculiar conditions no lights were permited to be exposed and yet we had no collisions.

In view of my experience at that time permit me to suggest a system of lights by which vessels may communicate the approximate course they are steering.

Use fireworks encased in tin handles so that they will readily ignite by percussion, then have red, white and blue lights for use.

White over red to indicate, I am steering N.

Red and one white, I am steering between N. and E.

Red and two white, I am steering between N. and W.

White over blue, I am steering S.

Blue and one white, I am steering between S. and E.

Blue and two white, I am steering between S. and W.

Red over blue, I am steering E.

Blue over red, I am steering W.

With such a system in operation the the chances for collision must be materially lessened. *Fait accomple.*

ABRAHAM J. LAECK.

EXCURSION STEAMERS.

To the Editor of the Marine Record.

Coming back to my birth place and casually walking across the viaduct, and placing my eyes upon an enterprise known as the steamer Pearl, of Detroit, that carries our people to and from the Islands, which is the only resort for our great city, I feel that I am compelled to say a few words where we lack as citizens. Although an old man at this present time I feel it a duty, as one who has lived on the sea shore during the past twelve years and been over the many countries the past twenty-two years, that we are short of sight, particularly with the men who have interests to their hands to allow a foreign steamer to come to us and bring forth our good people to our only resort with their picnic baskets and loved children. Stop and think what a risk, think what an enterprise might bring to all our own prosperity by putting on our lake boats to the islands equal to the best that run from our great metropolis city to Long Island, Rockaway and other points. It prompts me to think we are too conservative and so is against the interests of all. I only hope we have enterprising men, men who will look carefully into this matter and think for the future instead of the present. I may have said too much although so humble, but my heart is with my people although my hand is unable. Hoping this letter may be taken in consideration, ever believe me a true citizen. G. A. B.

FORE AND AFT.

Railroad freight men are exercised over the fact that wheat is taken from Chicago to New York in less time via the lakes than it goes by rail. The new fast ships recently placed on the lakes will make faster freight trains a necessity.

The little schooner Isaac Munson of Oscoda was wrecked on the rocks at Loosemore Point last Thursday night.

They are again at work at the wreck of the Osceola. Two divers are at work on the inside, boarding up around the hole, with good grounds of success. She is said to be not badly damaged. They gave up the use of pontoons as impractiable on account of the lateness of the season.

The steambarge City of Mt. Clemens, had to unload at Detroit under guard of six policemen, Captain Gilbirt LaCroix had always been paying 25 cents per M for having the Mt. Clemens' lumber unloaded, and when Amos Smart, the boss stevedeor demanded 30 cents Captain LaCroix refused and commenced unloading with the crew. Smart and his brother stevedeors looked threatening.

Captain Whitmore, of the propeller C. Gault, reports a serious menace to vessels entering or leaving Toledo. While in Maumee Bay, on her way down, during low water, he struck a log seriously damaging the Gault. The obstruction is directly in the range and course of vessels and is very dangerous, especially to heavy loaded vessels.

The schooner Mary Stuart, with coal from Charlotte to Belleville, which went ashore in Mexico Bay recently, is under contract to be released for $1,500.

The new life saving station at Sheboygan is nearly ready for occupancy. It is the first of those built after the ocean model on the west shore of the lake, and cost $6,000.

It is understood that W. F. Botsford, of Port Huron, will construct two wooden boats at a total cost of $150,000 and place them on the Grand Haven and Milwaukee line. The City of Milwaukee, now running there will go to Detroit.

The schooner Imperial went on the beach south of Saugatuck harbor during Tuesday's gale. She can be got off if she holds together, the schooner was built in 1857, rebuilt in 1886, and extensively repaired the present year, and rated A2.

Captain Tom Donnelly, has succeeded in raising the tug Resolute, which was sunk in Georgian Bay. As soon as he heard of the illness of Captain Cavers, of the propeller Celtic, he volunteered to take his sick fellow seaman's place until such time as he should be able to go on duty again. His large heartedness is commendable, particularly as Captain Donnelly could be more profitably employed. He is reckoned to be the best wrecker in Ontario waters.

On her way up Friday the E. P. Wilbur attempted to stop at Butler street dock, Port Huron, to take on firemen. When within twenty feet of the dock she ran aground. The Wilbur is one of the largest vessels on the lakes and was drawing fifteen feet of water when she grounded. The Mollie Spencer pulled her off and she passed up.

Preparations are being made to raise the schooner Olive Branch, which sank some eight years ago in mid channel between Main Duck and False Duck Island, above Kingston. The parties have constructed two steel pontoons six feet in length, proportioned accordingly, which they claim will raise anything sunk in fresh water.

The secretary of the treasury has made the following appointments of lighthouse keepers in Michigan: John G. Gallagher, second assistant keeper, vice S. H. Roosa, resigned, South Manitou light station; William Fountain, keeper of Grand Point Au Sable light station; A. C. Bourissau, first assistant keeper at Skillagalee light station; Peter Gussentoner, keeper of Monroe station.

The schooner R. Hallaran will be libeled for sinking the schooner Oades on Lake Erie as soon as the evidence is in shape, so Captain Crosby says. The loss on the Oades was $16,000 and this will be the claim of the insurance companies in the suit.

Fred Burmeister, the cook of the schooner America, was cut twice in the head by Captain Milton Edwards, of the schooner Cascade, on board of the latter, at Chicago last week. Fred Burmeister went to visit some friends on the Cascade, and a quarrel ensued between him and the captain. Burmeister was attended by Dr. H. O. Bates, and taken to his home in Lake View, at No. 445 Lincoln avenue. His injuries are not dangerous.

There is additional testimony in regard to the 20,000 tons of ore said to have been taken for Buffalo at $1.25 from Escanaba. Whatever may have been done, local vessel men were offered the ore, but were not in shape to take it.

It took seventeen days of hard work to accomplish the release of the schooner I. N. Foster from Fisherman's Shoal, but the wreckers were well repaid, as the vessel is in first-class condition, her hull being so sound that on her way to Sturgeon Bay she made not more than half an inch of water an hour, her own pumps being sufficient to keep her free. Leathem & Smith bought the vessel from the underwriters for $2,000, her rated value in marine register being $8,000. She is now in drydock in Manitowoc and will be ready for sea in abont a week.

Charles Greenwood, wheelsmen of the propeller Wokoken, fell dead from heart disease in Duluth Tuesday. His home was in Cleveland.

Canada is placing fog horns on Gray Duck Island at the head of Lake Huron.

The new life-saving station at Cheboygan is nearly ready for occupancy. It is the first of those built after the ocean model on the west shore of Lake Michigan, and cost $6,000.

The Canadian Pacific railway has finally abandoned all wrecking operations on the cargo of the Algoma, as the action of the waves has made it impossible to pay expenses for such efforts.

Two weeks ago the tug Resolute, with 25,000 logs in tow, sprung a leak on Georgian Bay during a heavy gale and sunk near Hope Island. As soon as it was found that the tug could not make headway her raft was cut adrift. The steamer made water rapidly. The fires were put out and the crew, eight men, were forced to take the highest deck. Finally the steamer careened to one side and went under. The men then had to occupy a spot on the tug, three feet by six feet, which was still above water. The storm was very violent and the waves washed over the unfortunate men. They could not move, if they did they would be drowned. They sat on the boat all night, shivering with the cold, and early in the morning were rescued by a lighthouse keeper. During the night the Georgian Bay company lost 45,000 feet of logs. These are floating about, and it would take as much money as they are worth to collect them. Captain Donnelly superintended the raising of the Resolute. She is now at Owen Sound where she will be newly ceiled and generally repaired.

The Japanese admiralty has finally decided upon coating the bottoms of all their ships with a material closely akin to the lacquer to which we are so much accustomed as a speciality of Japanese furniture work. Although the preparation differs somewhat from that commonly known as Japanese lacquer, the base of it is the same—viz., gumlac, as it is commonly termed. Experiments, which have long continued by the imperial naval department, have resulted in affording proof that the new coating material remains fully efficient for three years, and the report on the subject demonstrates that, although the first cost of the material is three times the amount of that hitherto employed, the number of dockings required will be reduced by its use to the proportion of one to six. A vessel of the Russian Pacific fleet has already been coated with new preparations, which the fouling influences so common in tropical waters. It took the native inventor many years to overcome the tendency of the lack to harden and crack; but having successfully accomplished this, the finely polished surface of the mixture resists in an almost perfect degree the liability of barnacles to adhere or weeds to grow, while, presumably, the same high polish must materially reduce the skin friction which is so important an element affecting the speed of iron ships. The dealers in gumlac express the fear lest the demand likely on this novel application of it may rapidly exhaust existing sources of supply.—*The London Engineer.*

MARQUETTE.

Lake shipments of ore from Superior mines amounted to 202,384 tons for the week ending Wednesday; 49,564 from Marquette; 82,804 from Escanaba; 3,138 from St. Ignace; 52,076 from Ashland, and 14,802 from Two Harbors, bringing the season's shipments up to 2,413,330, or 219,772 tons less than the same date in 1887. By ranges the shipments are: Marquette, 950,385; Gogebic, 711,562; Menominee, 579,147; Vermillion, 190,316.

CHEBOYGAN.

The schooner E. P. Boyce, laden with cedar from Snow Island for Chicago, opened her seams and sprung a leak on Lake Huron while working up. The crew were unable to keep her afloat, and they headed for this port, reaching here in a sinking condition, and in nearing the dock in tow of tugs the boat sank. She will be raised and towed to her place of destination.

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MARINE RECORD—OFFICIAL PAPER.

[*Around the Lakes Continued from 1st Page.*]

MILWAUKEE.

Special to the Marine Record.

The steambarge Leuty got away Sunday night, after completing repairs, just one week from the time she broke down. She got a new crosshead, connecting rod, piston rod, cylinder head, piston rings and several other new pieces.

The steambarge Davidson of this port grounded on St. Clair flats, breaking her shoe and rudder. She will load and tow up with th big Wolf as she is too large to be docked a any of the lower lake docks.

The Indipendent Tug Co. purchased the schoone. M. Thomson at the Marshall sale for $215 and after expending $500 have her all ready for sea.

Samuel Hall, of Manitowoc, was in town the past week getting figures on the machinery for his new boat. She will be a duplicate of the Fanny B. Hart and will have a 22 by 26 engine.

There is some talk of building two new lumber barges to carry 400,000 but I don't know whether they will be built here or at Manitowoc.

While the steambarge Helena was taking on a load of coal the young son of Mr. Starke fell into the forward hatch, but other than a few bruises he was uninjured. It was a remarkable escape.

The iron propeller Roanoke after lying here two months making repairs got away Tuesday.

The following are fuller details in regard to the steamship built for a syndicate of Milwaukee gentlemen named the John Rugee and launched at Milwaukee on the 22d. The Rugee is a counterpart of the steamer Omaha, which came out a year ago. She has 215 feet keel, a length over all of 230 feet, 35 feet beam and 20 feet depth of hold. Her frames are of six inch flitch, every third frame being triple. Her two main keelsons are 13 by 15 inches. On either side of these are eight floor keelsons, half of which make turns of the bilges. The ceiling above the bilges is of four-inch oak plank. The thickness of the garboards is seven and six inches respectfully, and the remainder of the bottom and outside planking five inches. A steel cord sixteen inches wide by three fourths thick, passes entirely around the hull. Running diagonally from this cord, passing to a point below the bilge, and reaching within thirty-five feet of each other amidship, on either side, are steel straps, two forward and aft, six inches wide by one-half thick. The engine is a fore and-aft compound, from the Trout Works, Buffalo, with cylinders twenty-two and forty inches in diameter and forty inch stroke. The boiler has a diameter of ten feet and a length of sixteen feet. The boiler will be inclosed in a house of galvanized iron. The houses forward and aft, on deck, are tastefully constructed and commodious. The spars were stepped on Monday, and everything will be in readiness for a start by the 1st of September. The John Rugee tons 950 net, and will carry 62,000 bushels of wheat. Her cost may be estimated at $90,000. J.

PORT ARTHUR.

The new elevator building here is being pushed rapidly, already twenty-seven hundred piles have been driven into the ground for its foundation; the average length of the piles is 30 feet and they are driven in blocks of 12 each, surrounding which are boxes that are being filled with concrete, on this concrete, also supported by the piles, will be set blocks of granite measuring three feet square on the surface by 18 inches in thickness, and quarried on the company's property at Ignace.

A remarkable feat in the way of discharging cargo, has been performed by the crew of the Nellie Torrent. That steamer arrived in port on Saturday afternoon with 380,000 feet of lumber for Graham, Horne & Co., and, without working on Sunday, succeeded in unloading the boat in a little less than 15 hours.

After a considerable cash outlay and the recovery of only about ten tons of iron from the remains of the wrecked Algoma, the C. P. R. company has finally abandoned all operations in the way of wrecking. The action of the wind and rain has washed so much of the Algoma's hulk and cargo into what may be termed bottomless canyons of Lake Superior that the diver was compelled to give up all hopes of recovering sufficient wreckage to pay expenses.—*Sentinel.*

ASHTABULA HARBOR.

Special to the Marine Record.

The propeller Samuel Mathers came into port Sunday, minus mainmast head, and mizzen topmast as the result of a collision with a gale of wind on Lake Huron.

D. P. Eels, Yacht Winifred put in here last week to avoid a little unpleasantness that Lake Erie was stirring up. She was bound home from Alexandria Bay, and I am sorry Cleveland knows the little beauty so well, as I should really like to write her up as she deserves. Through the courtesy of her urbane and gentlemanly owner and captain, I had the pleasure of looking her over.

The new six leg variety hoist recently erected on the L. S. & M. S. dock, does not as yet work satisfactorly, but there seems to be no question as to there utility in the very near future as every move seems to bring them nearer perfection.

Business is lively here, our side tracks are completely filled with coal and ore for shipment, and everybody about the docks seems busy, and prosperous. F. L. T.

The propeller Corsica is now making the best time through the lakes of any of the line steamers, running on an average of sixteen miles per hour. This beats the Canadian steamers Athabasca and Alberta.

Ashtabula evidently intends to maintain the reputation already gained as the boss Lake Erie port for giving vessels good dispatch. That such is the case is shown by the record of the past week. At the A., Y. & P. docks, managed by M. A. Hanna & Co., there has been unloaded between last Monday morning and Friday night twenty-four large iron ore vessels and during the same time fourteen coal vessels have been loaded at the same docks. This makes a total of thirty-eight vessels unloaded and loaded within the six days. The Lake Shore docks at the same port, are reported as having done equally well, and if so, it is difficult to see how the record as a whole could anywhere be beaten.

PORT HURON.

Special to the Marine Record.

The schooner White Star is in the Wolverine drydock being rebuilt. When she comes out she will be as good as new with the exception of no center board.

The barge Levi Rawson is at Dunford & Alverson's, where she will be recalked, and a new transom to replace the one pulled out by the steamer M. Siken when trying to release her off the shore at Lake Erie.

The schooner York State received new foremast and minor repairs at Dunford & Alverson's yard.

The schooner H. C. Winslow has had a new main mast put in.

By the time the readers get this the old propeller Arizona will come out entirely rebuilt and rechristened the City of Marquette. She will be a first-class single deck steam barge, commanded by Captain Hugh Stevenson, and Thomas Tereleven as chief engineer. She will be out Sept. 5th.

The Phœnix Iron works are making for the Marine Transit company a compound engine 22 and 44 by 40, boiler 10 feet by 16 feet long, to be allowed 120 pounds of steam.

As soon as the Levi Rawson leaves the dock Dunford & Alverson will place the Olean in the dock and rebuild her, making her a first-class barge for lumber or grain.

The barge Plymouth is expected here for an entire overhauling and will be placed in first-class condition.

Captain Frank Walters has come home from the marine hospital, of Cleveland. His hand was badly crushed at Lorain, Ohio, and it is doubtful if he will sail any more this season.

On last Wednesday a boy named Joseph Scanlan was crushed about the head by the iron propeller Ira H. Owen. The boy was climbing about the boat to reach a hat which had fallen into the water when the boat swung into the dock crushing him to death, and leaving him a terrible object. The boy was nine years old.

The steamer William H. Stevens passed down Saturday afternoon towing the disabled steamship Ira H. Owen. The Owen's high-pressure steam-chest cover burst when she was about thirty-five miles out from Detour.

The schooner White Star is in the upper dry dock receiving a thorough rebuild, and will be ready for sea in about two weeks.

The Britannic and consorts, Mary Woolson, and H. C. Richards, bound up, came into collision with a large raft, in tow of the tug Niagara, at the southeast bend of St. Clair flats. The Woolson's tow line parted, causing her to drift into the Richards, resulting in the latter vessel having her rail and twenty-nine stanchions, together with some headgear forward, carried away. The Woolson lost twelve stanchions and had her yawl smashed.

Schooner A. M. Peterson is here having a new transom and new jibboom and bowsprit. She will get away as soon as the weather will permit. K.

BUFFALO.

The schooner William Shupe went into drydock for a job of calking.

The propeller Nahant tried to get up into the Evans Canal stern first, but went aground and had to give it up. The schooner Homer was at the Evans, and the channel on the lumber dock side has not been dredged out.

Work has been resumed on the extention to the Evans elevator, which was suspended last fall.

The Canisteo and tow went out light rather than wait for their loads. They came up from Tonawanda on Sunday, but with th wind and other difficulties went aground and were considerably delayed.

The little schooner Adventure is having hard luck with shortages. She carries only 9,000 bushels, and lately did the very unusual thing of carrying wheat from Detroit to Toledo. On that load she was 25 bushels short, and she was 17 short on her next load, brought from Toledo to Buffalo.

The cry comes from the vessel captains that somebody is robbing them. As a rule every vessel from Detroit, Toledo and Sandusky is badly short, though some of the large cargoes from Toledo lately have been exceptions. But the little schooners catch it. Here is a partial list: G. W. Davis, 75 bushels short; Homer, 60; propeller St. Joseph, 42; Houghton, 58; Shupe, 65. These are in all cases two bushels to the 1,000, while the last named is over four. The Buffalo tallymen maintain their innocence by saying that these shortages occur without reference to the elevator they unload at, and the captains, who are alive to the situation, have prevented any error from carelessness by overseeing both the weighing in and the weighing out of their cargoes. On the other hand the Chicago and Milwaukee cargoes have done well for a long time. The Helena, which overran on her first cargo, brought from Milwaukee, again overran from Chicago, as did also the A. P. Wright.—*Buffalo Express.*

The propeller Chemung is engaged in another effort to break her record from Buffalo to Chicago. The run to Port Huron was made in 22 hours and 15 minutes.

KINGSTON.

The repairs to the schooner Persia at Belleville are nearly completed. They will cost between $4,000 and $5,000.

The yacht Gracie was not badly damaged. Only one plank was staved in. She will be taken to Clayton for repairs.

The Maud will be lengthened 30 feet during the winter. Her bow will be remodeled and a new boiler will be put in her. The Kingston foundry has received the contract to do the work.

The steamer Ella Ross will make one more round trip this season.

Government carpenters are now scattered along Rideau canal preparing frames and gates to be put at different locks during the coming winter. Among points where repairs are to be made are Smith's Falls, Oliver's Ferry, Kingston Mills and Brewer's Mill.

The proposed graving dock at Kingston is conveniently situated within the city limits. After the title to the property has been legally secured, plans and specifications for the improvement will be prepared and tenders at once called for to enable contractors to go on with the work during the winter season. The stone to be used in the construction of the work will be taken from the penitentiary quarry, but otherwise convict labor will not be employed. This great and much needed public work will cost something in the vicinity of half a million of dollar, and will be of untold benefit, to forwarding the Canadian interests of the great lakes. The object of the dock is to repair vessels coming down the St. Lawrence, there being no dock west of Quebec. At this point cargoes are transhipped, and great necessity exists for the improvement. The Government has similar docks at Quebec, Esquimalt, and Halifax, and the people of St. John are demanding one at that point.

The tug H. Easton is on the marine railway at Portsmouth.

The steamship Algonquin ran aground a short distance from the Point Frederick shoal. She was not damaged.

SAULT STE MARIE.

The steambarge William Crosthwaite, bound up, and loaded with coal, run on the rocks at Sailors' Encampment Monday, staving a hole in her. She sank in thirty minutes. Her crew arrived here sate.

The disaster previously mentioned in these dispatches occured to the barge William Crosthwaite, bound up in tow of the Edwin S. Tice, when abreast of the sailors' encampment, where the current is very rapid and the channel narrow. The tow line parted. The Crosthwaite swung towards the bank, striking the rocky bottom heavily and soon filled. A lighter with steam pumps left Detroit Monday. The vessel is owned by Eastman, East Saginaw, valued at $16,000 insured.

All available moorage below the locks was filled at 11 o'clock. The locks were closed on the down fleet at midnight. The fleet got cleared Tuesday morning without mishap.

ERIE.

The steamer Progress, ore laden, grounded on the bar in the harbor Tuesday at noon, and tugs worked steadily to get her afloat again. Collector of customs Arbuckle made the troubles of the Progress a text for a vigorous letter to Captain Mahan, Buffalo, United States engineer in charge of this district. Vessel owners entering here threaten to take their business elsewhere.

MANITOWOC.

Schooner Rob Roy arrived here in tow of the tug John Leathem. The Rob Roy was beached at Pilot Island in the heavy southwest blow of last Wednesday. She was released by the aid of steam pumps by the Leathem. She is leaking some but it is thought her damage will not be very great She will be docked and repaired here. The schooner Richard Mott sprang a leak out in the lake and ran in here to be recalked.

It is reported that the Goodrich line has let a contract for a new steamer about the size of the Menominee, to be ready for the opening of navigation next spring. She will be built by Burger & Burger at Manitowoc, and the keel will at once be laid. This is the first new boat the Goodrich people have built for some years. All the Goodrich boats have been built at the Manitowoc yard of Burger and have proved satisfactory in every respect.

TRENTON.

John Craig & Son, are building a side-wheel steamer 125 feet long, to run between Gibralter and Detroit. She will be ready for business ext spring. John Craig was a passenger on board the new steamship City of New York when she sailed on Saturday. He will make a tour of the Clyde shipyards, and probably be on hand when the City of Rome is launched.

DETROIT.

Barge Crossthwaite, coal laden from Buffalo struck rock bottom in twelve feet of water Monday morning and stove a hole in her bottom. She sunk in an hour. Her crew arrived at the Sault an hour after.

The propeller Scranton, bound up, went aground at Grosse point, Lake St. Clair, Monday morning, and was released Monday afternoon by the ferry steamer Sapho.

The propeller Cumberland, which was burned to the water's edge at Fairport this summer and had her engine totally destroyed, arrived here Monday in tow of J. C. Gilchrist and will have new engines put in her a Hodges.

EAST SAGINAW.

Shipments by water from Saginaw River during the present week are as follows: Lumber, 26,374,000; shingles, 2,740,000; lath, 1,180,000.

The Plowboy was sold today to John Hanson for $8,400. She will run to Lake Superior.

SAND BEACH.

Special to the Marine Record.

The past week has been rather lively. A severe northeast gale begining the 26th. drove quite a fleet in for shelter from a summer storm. The following sought shelter here: Steamer W. R. Stafford and three, Saint Louis and two, Archie and one, P. H. Birckhead and three, propellers Empire State, City of Concord, Colonial, S. C. Baldwin and three, schooners Comanche, Geo. C. Finney, M. L. Higgie and Quickstep.

The 23rd a severe southwester brought in another fleet, consisting of schooners Corsican, H. Moore, L. L. Lamb, Racine, Sippican, George Irving, steamers W. P. Thew, Messenger and two, R. C. Brittain and two, Sakie Shephard and one, Ira Chaffee and three, Lowell and four.

The 24th, Mollie Spencer and three, Margaret Olwill and two, and tug Onaping.

Sunday morning the tug Geo. N. Brady run ashore north of Port Hope, and towed the barge D. S. Austin on the reef and lost her own shoe. The tug worked herself off and made the harbor with one barge, and the propeller Messenger went and pulled the Austin off the rocks after lightering a portion of her cargo. T.

MUSKEGON.

The propeller Groh, on her passage over Monday night, and when some twenty-five miles out from Chicago, picked up a small water logged sloop that had been abandoned or her crew washed overboard. The Groh was unable to bring her over on account of the heavy sea.

MARQUETTE.

Lake shipments of iron ore from Superior mines amounted to 202,384 tons for the week ending Wednesday; 49,564 from Marquette, 52 803 from Escanaba, 3,138 from St Ignace, 2,076 from Ashland and 14,802 from Two Harbors. This brings the season's shipments up to 2,431.330 or 219,782 less than on the same date in 1887. By ranges the shipments are: Marquette 950,305, Gogebic 711,562, Menominee 579,147, Vermillion 190,316.

MACKINAC CITY.

The propeller Scranton arrived here at 5 o'clock Wednesday morning in tow of the tug Winslow. She broke the beam to her air pump when off Presque Isle, and will be detained here until a new one arrives from Cleveland.

MARINE CITY.

The new steel steamer Scranton, of Middle Bass island broke her rocking beam. She arrived here at 5 o'clock Wednesday, in tow of the tug Winslow and will await the arrival of a newbeam.

The indicator used on steam engines is a very incomplete instrument as it is now made and is susceptible of great improvement. This lies in operating the paper cylinder. For slow running engines the present piece of string answers well enough, but for high speed it is wholly unsuitable, for these reasons: It stretches more or less and is fitful or jerky in its action. There is no reason why the paper cylinder should not be worked by the same steam that drives the engine piston, and be wholly unconnected with "strings," piano wire, gallows frames, lazy tongs, or any other outside appurtenance belonging and rig.

A steam engine indicator ought to be wholly self contained, and perform every function by simply opening a cock or valve at the right time or any time. The result would be that much smoother and more exact cards would be obtained at high speeds than is now possible by the string which "yanks," and the spring which resents more or less, such yanking. Such indicators would be more expensive than the "string" driven indicators now in use, but they would be far better and more reliable for high speed engines than the present type.—*Engineer.*

MAIDEN TRIP OF THE SCRANTON.

A short visit to Cleveland was brought to its close Wednesday, 22nd instant, by a most enjoyable trip to Buffalo on the fine, new steel screw steamer Scranton, built by the Cleveland Shipbuilding company. Although, as a rule, we like the sea about as much as the sea likes us, and therefore make it a rule always to give land traveling the preference when practicable, yet the opportunity and conditions were so exceptionally favorable in this case that we gladly accepted the invitation to make the run down in the Scranton. The vessel was highly satisfactory and we almost feel brave enough to assert that if Captain Drake ever goes back to blue water and makes a short coasting voyage, to San Francisco for instance, we would intrust our valuable life to his care without any hesitation. We have a weakness for judging people by their faces, and having at the same time a good knowledge of what a ship master of the higher type ought to be. Our opinion is very favorable to his abilities, while his genial and amiable qualities make him a most agreeable fellow voyager.

The company of visitors was not a very large one, but its quality left nothing to be desired. We left our moorings at 7:5 p. m., "took our departure," as ship's logs say, from the pier head at 7:25, with a slight sea and a head wind, and a beautiful harvest moon just rising on the horizon. At 10 p. m. we passed Fairport; Long Point was passed at 6 a. m., and at a few minutes past 10 a. m. we were entering Buffalo harbor. The entire run having been made in something under fifteen hours, it will be considered as fairly satisfactory. Under more favorable conditions the ship might have improved on this.

To the eye of one accustomed to a similar class of vessels on European waters the Scranton does not present much external dissimilarity. Her deck is not so filled up with top hamper, which is a great advantage in many ways. She is steered from forward, while steamships on salt water have their bridges amidships. If they could also be steered from forward how many fatal collisions would be avoided, for, as matters stand, the sole safeguard is too often only a sleeping seaman on the forecastle head. Then the Scranton has rails but no bulwarks, a deviation from established usage, which we should not care much about; it certainly allows a sea to run off her deck, but the crew will have a lively time of it in bad weather when deprived of their usual shelter. However, taking all in all, the Scranton is a favorable specimen of what is usually called "a poor man's ship," and under capable management she will certainly do all that can reasonably be expected of her.

It only remains for us to thank Captain Davis, the master of this fine vessel, who we were told has had a very satisfactory career in his profession, for the attention he bestowed on his guests.

LAKE FREIGHTS.

The tendency in ore freights is upward. Coal freights are firm but unchanged. Ore charters are: Propellers Fryer, Two Harbors to Ohio ports, $1.50; H. J. Johnson and schooners Hutchinson, C. H. Johnson, Halloran and Columbian, Escanaba to Ohio ports, $1.15; Arctic and consort Ogarita, Escanaba to Buffalo, $1.20. Coal charters: Propellers Fayette Brown, Buffalo to Duluth, 60 cents; Gratwick, Cleveland to Duluth, 65 cents; Feryer, Ashtabula to Two Harbors, 65 cents; propeller Lothair and schooners Kacardine, Corisande and Van Straubenzie, Cleveland and Huron to Owen Sound, 60 cents; propellers Gladstone and C. Tower and schooner Cobb, Cleveland to Duluth or Superior, 60 cents; schooner Wadena, Fairport to Duluth or Superior, 60 cents. The propellers Elfin Mere and Forbes and schooner Mabel Wilson load at Fairport, Lorain and Ashtabula, respectively, for Duluth or Superior on contract. The schooner A. J. McBrier takes coal to Alpena at 50 cents.

TOLEDO, O., Aug. 29.—Charters: Schooners Polly M. Rogers, Arthur, wheat to Buffalo, 2⅛ cents; Jennie White, wheat to Cleveland, 1½ cents, free; propeller Lake Michigan, corn to Montreal, 5¼ cents.

BUFFALO, N. Y., Aug. 29.—No change in coal freights. Charters: Propellers R. A. Packer, Parnell, for Chicago, 75 cents; Donaldson, for Milwaukee, 70 cents; Spokane, for Duluth, on contract; schooners Schupe, Barkalow, for Detroit, 35 cents Seaton, for Cleveland, 30 cents.

Canal freights were steady with wheat at 4⅛ cents and corn at 3¾ cents to New York.

DETROIT, MICH., Aug. 29.—C. W. Norton reports engagements as follows: Schooners Charger and Mystic Star, wheat to Buffalo 2 cents.

THE LAKE LEVEL.

In a letter to Walter J. Shephard, vice president of the Buffalo business men's association, a Pike county man sets forth the following peculiar mode of raising the lake level:

I write to call your attention to my plan of lake and harbor improvements in which the city of Buffalo is largely interested, and also all the cities on the chain of the great lakes, toget her with those on the connecting rivers and canals, like the Erie, Welland, Chicago and Illinois canals. The plan is to raise the surface level of each lake to a hight that will do the most good to the greatest number of cities, harbors, mouths of affluent and connecting rivers, straits and insular passages and shoals generally. This rise is to be obtained by placing proper obstructions to the free passage of the waters, not inimical to navigation, that would cause the desired amount of rise in the waters above them. These obstructions to be placed at or near the point of beginning of the descent of the waters of each lake. This plan is a general improvement, upon which local plans, existing or projected, may rest as upon a foundation. An improvement upon improvements, so to speak, plus the storage of vast areas of water, increased sea room and depth in shoal passages and points where needed, with improvements to these canals, if these obstructions are properly placed, viz., at the foot of Lakes Superior, Huron and Erie. The adoption of this plan would make the utilization of the swift current at your city for manufacturing purposes surer and easier at present, and for which I understand your people offer $100,000 reward.

LOWERING THE LAKE LEVEL.

It has been objected that the proposed opening of the Chicago river into the Desplaines river of a waterway of such dimensions as to cause a flow from Lake Michigan into the Mississippi river of 600,000 cubic feet per minute would lower the level of Lake Michigan. Senator Sherman is reported to have made such a statement in the senate the other day. That such a statement is absurd on the face of it must be apparent to every thinking man at all acquainted with the facts.

It is estimated that 15,000,000 cubic feet of water go over Niagara Falls every minute. Three-fourths of this vast quantity comes from Lakes Michigan, Superior and Huron. To abstract from this vast quantity 600,000 cubic feet would make no perceptable diminuation in the Falls of Niagara. For, it must be remembered, that the three great lakes—Superior, Michigan and Huron, are practically one lake, so far as level is concerned, as they are connected by the straits at Mackinac, which are about three miles wide and a hundred feet deep. The level of Lake Michigan could not be lowered without lowering that of the other two great lakes. The Detroit river, again, is about 2,200 feet wide, with a depth of about twenty-two feet, and a current of nearly three miles an hour. Just figure up what diminution of this channel it would be to cut a channel from the Chicago river into the Desplaines 200 feet wide and of the same depth as the Detroit river. The abstraction of water so occcsioned would not be noticed, scarsely, at Detroit, and not noticed at all at Niagara. The opponents of water communication between the lake region and the Mississippi Valley must find some weightier objection than that based on the lowering of the lake levels. The argument does not hold nearly so much water as do the lakes.—American Elevator and Grain Trade.

OUR WATER HIGHWAYS.

The intelligence conveyed in our columns on Saturday that the Dominion government were calling for tenders for the construction of a canal on the Canadian side of the river at Sault ste. Marie, will be hailed with satisfaction by everyone interested in the great lake trade. The further information that the government were calling for tenders for the enlargement of the St. Lawrence canals will also be gratifying news. As the dispatches indicated, with the Canadian Sault canal built, the St. Lawrence and Welland canals enlarged, and the use of the St. Clair flats canals guaranteed by treaty, Canadian vessels will have a sure and safe right of way from Port Aurthur, at the head of navigation, to the ocean. The importance of the construction of the Sault and the enlargement of the St. Lawrence canals to the shipping of the upper lakes, and to the commerce of Canada especially that of the Canadian Northwest can hardly be estimated. The carrying out of the work will be of special interest to the people of Port Arthur. As the head of navigation, the town can look forward to no distant day when vessels direct from European ports will recieve and discharge their cargoes in our matchless harbor.—*Port Arthur Sentinel.*

IN reply to an inquiry made some time ago by an engineer from Chicago, who omitted to sign his name to the communication, we say: To receive an engineers license in the United States, one must be a citizen of the United States, and any one holding a license issued by an inspector of this country, may act in that capacity until said license expires, or is revoked. The fact that he has a license issued by Canadian authorities does not prohibit him from working under an American license if he is a citizen of the U. S. Unless he is a citizen he cannot lawfully obtain one.

Captain Joseph Greenhaugh, one of the oldest shipowners and a well known citizen of the lake regions, died at Chicago yesterday. It is our purpose on a future occasion to give a fitting obituary notice showing the past history of the deceased.

FOR SALE.

STEAM pleasure boat, capacity 50 people, 44 feet over all, 11 feet beam, draws 4½ feet of water. Good machinery. Apply to

D. RANKIN,
Room 2, 127 La Salle St., Chicago, Ill.

PROPOSALS FOR CONSTRUCTION OF SUPERSTRUCTURE.—U. S. Engineer office, 89 Euclid Avenue, Cleveland, Ohio, August 28th, 1888. Sealed proposals, in duplicate, will be received at this office until 11 o'clock a. m., on Friday, the 14th day of Sept, next, at which time they will be opened in presence of bidders, for constructing 350 lineal feet, more or less, of superstructure on east breakwater at Cleveland, Ohio. Forms, specifications and other information can be obtained at this office. The United States reserves the right to reject any and all proposals. L. COOPER OVERMAN, Major of Engineers.

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In the rear of the above Store a fine stock of the latest patterns of *Cassimeres*, Cloths, *Over Coatings, Silk Vestings*, can be found and owing to the fact, that this young genius of a garment cutter Mr. Jos. L. Kohn does his own cutting, (which alone saves $30 per week) and has the appartment in the above Store free of any expense it enables him to Save the Customers from $6 to $10 on every Suit of Clothes. Convince yourself by calling at 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store of KOHN & CO., Cleveland, O.

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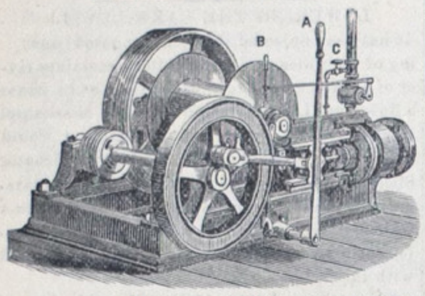

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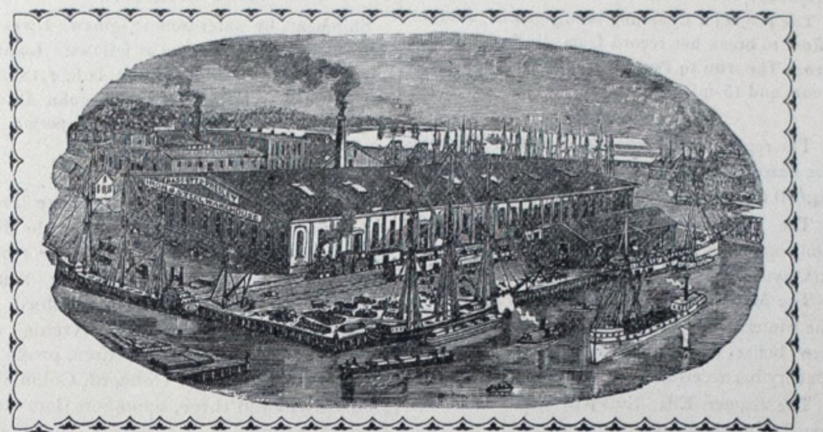

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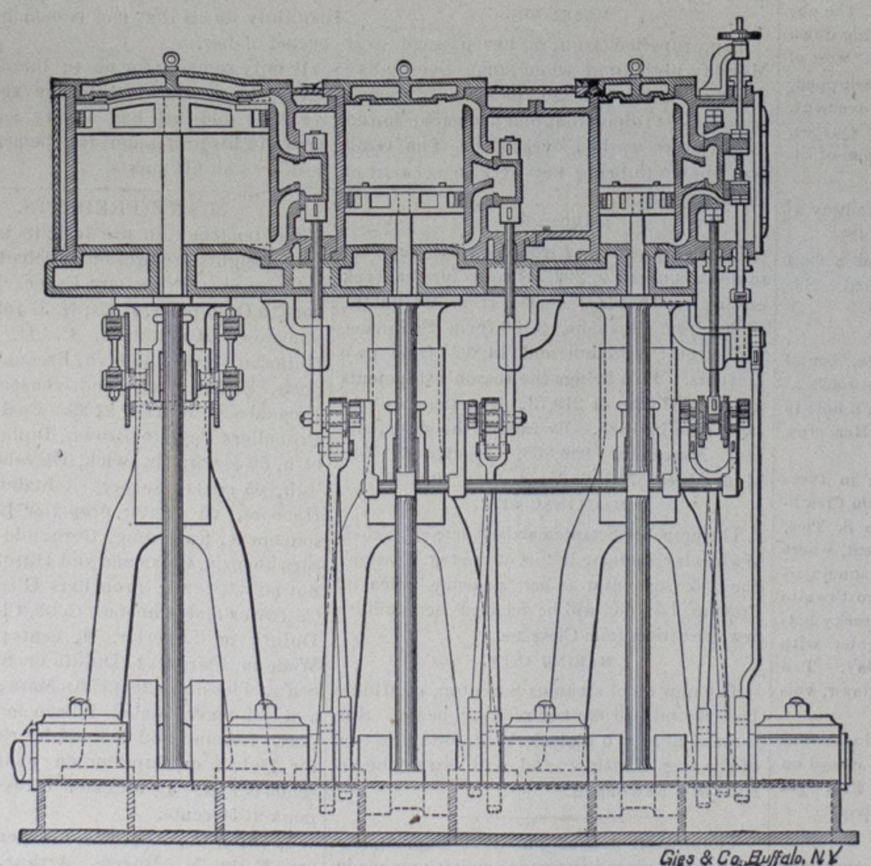

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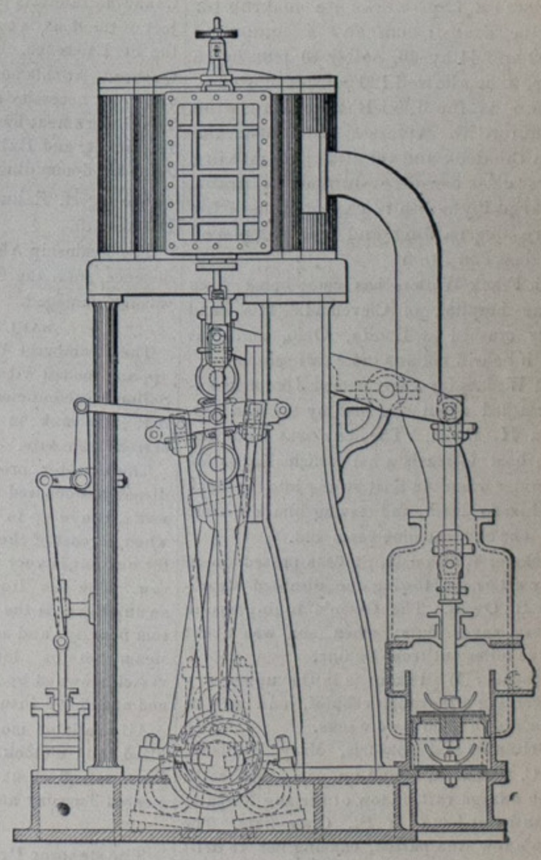

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 10, Toledo Ac'm via Sandusky	†11 05 A M	
No 10, Toledo Accom via Norwark	†11 05 A M	
No. 24, Buffalo Accommodation		† 7 00 A M
No. 10, New York & Boston, "Flyer"		*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	‡5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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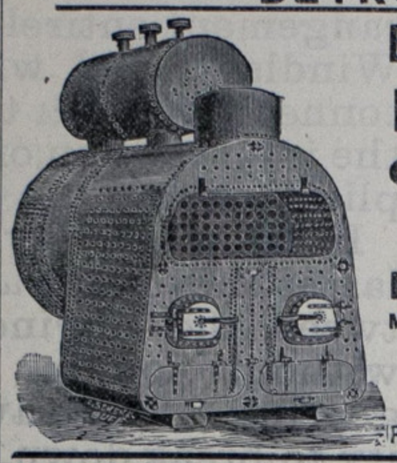

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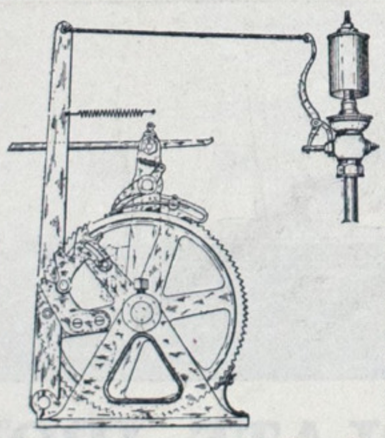

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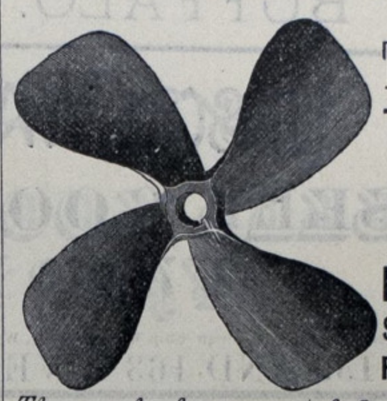

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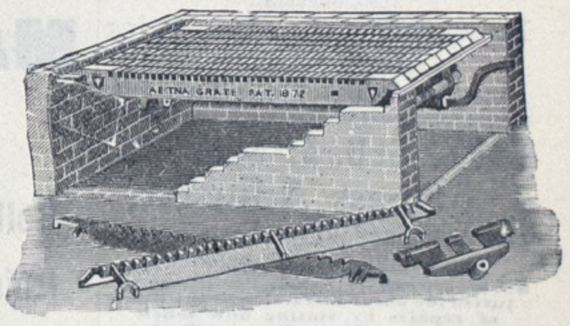

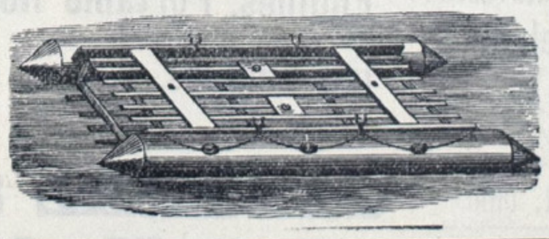

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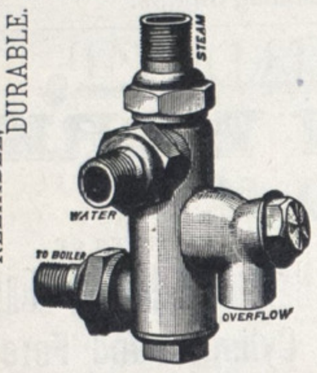

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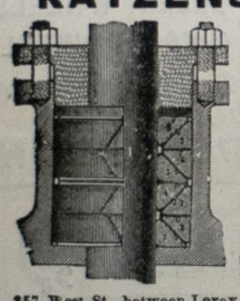

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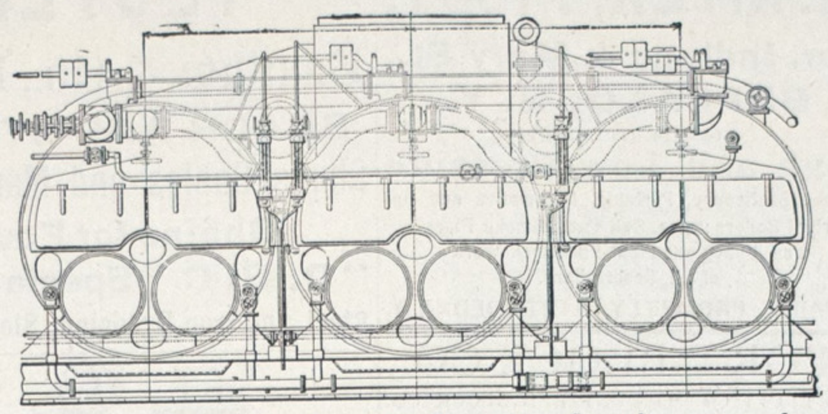

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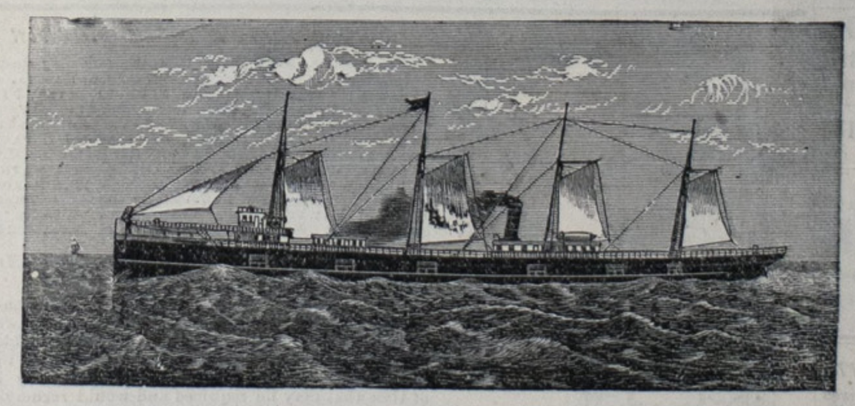

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